/155/

491 [131] At kilometer 13 on the Dakar-Rufisque highway and branching off at a right angle to the latter there is a side road with a sign bearing the notice: Dagoudane-Pikine. Two hundred meters farther on, just beyond the church on the left, the road forks, and the right branch, after passing between two gas stations, in turn divides in two. These three roads, after describing several more or less sinuous meanders, take a northwest direction and traverse the agglomeration from end to end, the east road and the west road being symmetrical in relation to the center one.

133 361 Viewed from an airplane, the agglomeration has, in general, the shape of a large rectangle laid flat, its length measuring two kilometers and the median width 1,240 meters. This impression of flatness is deceptive, for the ground is slightly hilly, and the 2 CV which ventures into the cross streets may have the disagreeable experience of not being able to climb back up certain sandy slopes. Very schematically the terrain appears thus: the two center streets and the west one extend along the summit of one dune, with a depression between the two. To the west of the west street, the land descends slightly and then rises again before dropping down to the Niayes. The east street, on the contrary, is located halfway up the slope of a dune, the summit of which runs along the center street and is separated from the latter by a depression which sinks down more and more as one turns northward. Finally, to the east, the land rises again slightly before the railway which skirts Pikine and bounds it on the east. On the north it is -- or rather was, for the land was already divided into lots in 1960, the date of the investigation -- the route of the Niayes which forms the line of demarcation, and on the west the Niayes themselves. /156/ On the south, except for the sheds of the ICOTAF in the eastern part, there is no clear boundary.

●36 For the visitor who views the agglomeration for the first time, Pikine leaves a contradictory impression: first, of uniformity and monotony. It is undoubtedly easy to orient

/156 cont./

36 oneself once one has grasped the principle of the cutting up of the city into four sections by the three axes of roads, just as it is easy to align the principal landmarks on each of the two extreme axes: on the west road the Chavanel house opposite the first market, then the commissariat, the mosque,

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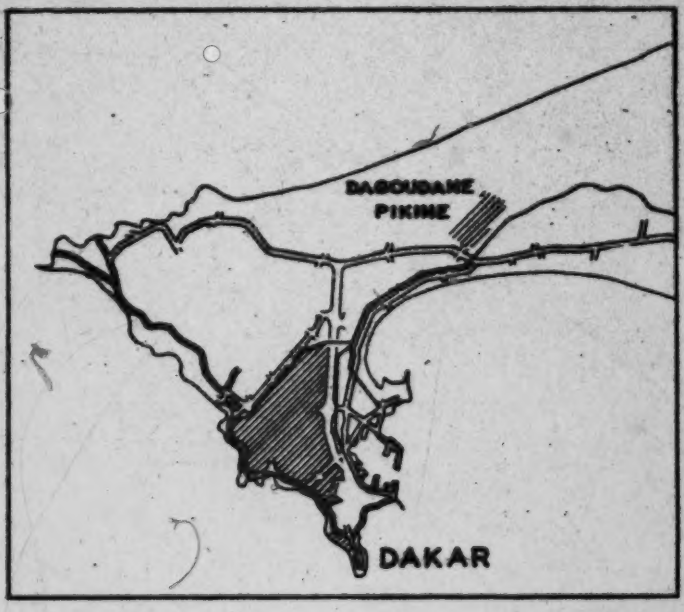


36 and on the left, halfway, the / map appears here/ big market with, at the end, the block that houses the cinema El-Karim and a business; on the east road, at the right, the business of the Syrian, then, after the turns, the district /cité/ named after the ICOTAF because it is adjacent to the lands occupied by the factory, a long space as yet unoccupied, and finally, on the left, first the cinema El-Hilal, and, some 200 meters beyond, the second district named after the Pépinière. On the center road, by contrast, there is no notable building, but simply, towards the middle, two large empty spaces on both sides of the road, with a sports field on the right. But if one

/156 cont./

36 leaves the principal streets, the landmarks disappear, /157/ all the parcels resemble one another, crossroads at angles succeed crossroads, wooden structures are lined up one after the other, different and yet similar. The contrast is therefore great between Pikine and the so-called irregular quarters of Dakar, Wakhinane or Baye Gayndé. One is easily lost in both cases; in the second, it is because of the disordered jumble of lanes that wind in every direction, whereas in the first it is because of the geometrical regularity of the streets and the almost perfect alignment of enclosures and walls, which finally eliminate all originality and every distinctive sign. It is impossible, on the other hand, to compare Pikine with the Médina or the new quarters. In the latter, the streets are paved, sometimes lighted, electricity is common in the windows of the houses, and the buildings of durable material far outweigh the wooden huts. In the former, on the contrary, only the broad axes are tarred, while elsewhere sand is king, and although here and there one finds some durable buildings outside the two districts, the great majority of the huts are of wood, sometimes of straw. Village, shanty-town, or city? One does not know how to answer this question. Moreover, another contrast, to which reference has already been made, complicates it: the difference which distinguishes the two districts of the ICOTAF and the Pépinière, on the one hand, from the other quarters of Pikine on the other. The former are actually comparable to Ouagouniaye or Bopp, and therefore this duality of habitat, and consequently of living conditions, leads to a modification of the initial question: Is Pikine not made up of a city and a village? Is not the unity of the Pikine agglomeration merely artificial?

175 369 423 One is more inclined to believe this if one considers the origin and history of the district. Before 1952 Pikine did not exist, and instead the bush stretched out, with monkeys, jackals, etc. Only this bush belonged to the state, and it [166] was on these government lands that it was decided to relocate the inhabitants of the irregular quarters who had to be expelled from Dakar, in order to realize the planned works of urbanization.

18: Savonnet--19 E-5 (ca. 1955) 1956 MS37 Senegal

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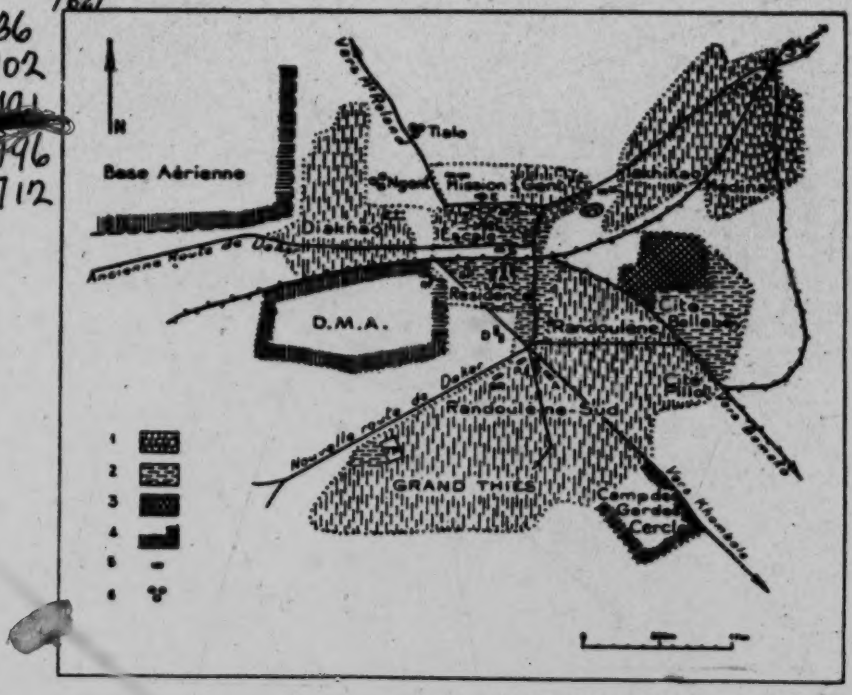


Fig. 4. Thies in 1954.

1. Residential zone of Africans; 2. Residential zone of Europeans; 3. Industrial zone; 4. Military bases;5. Administrative and religious buildings; 5. Village. E-- Catholic church; U-- Mosque; V-- Posts; C-- College; L-- Police; S-- Station; N-- Gendarmery; P-- Primary school; RF-- Faidherbe Redoubt; SP-- Société de Prévoyance /Welfare Society/; M-- Town Hall. T-- Treasury; R-- Residence of the Commander of the Circle; Pr-- Prison; D-- Dispensary; TP-- Public Works; PJ-- Palace of Justice; GR-- Bus station; P-- Collector's office. A-- Firemen.

/Between pp. 382-383/

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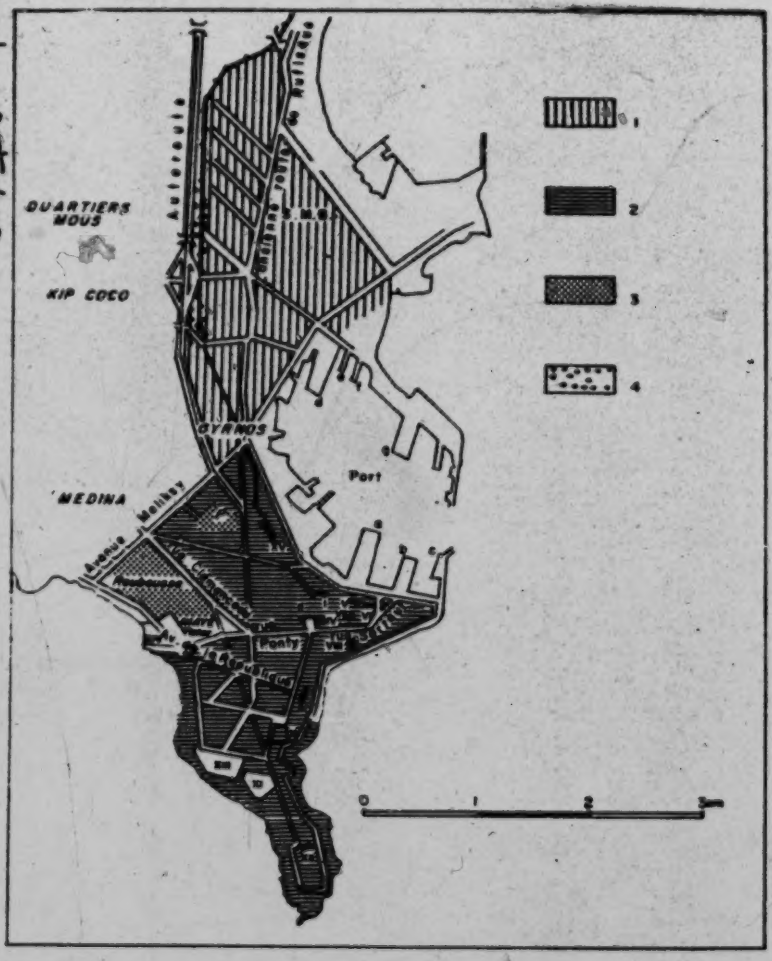


Fig. 3. Dakar. The port and the industrial zone. -- 1. The industrial zone; 2. the very urbanized sections; 3. low quarters; 4. irregular quarters.

(Caption Continued on following page.)

/Fig. 3 Caption cont./

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a-g. The piers. -- I. Town Hall. -- II. Chambre de Commerce. -- III. Sandaga Market (Ponty-Clemenceau cross-roads). -- IV. Former Palace of Justice. -- V. General Postoffice. -- VI. Treasury. -- VII. Kermel Market. -- VIII. Military Circle. -- IX. Residence of the President of the Republic. -- X. Military Hospital. -- XI. African Hospital. -- XII. Palace of Justice. -- XIII. Camp Bornis. -- XIV. Camp Galliéni. -- XV. Station.

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/383 cont./ one another in Dakar are Lébou, Ouolof /Wolof/, Toucouleur /Tukolor/, Sérère /Serer/, Sarakolé, Diola, Socé, etc., who are Senegalese, but there are also Mauritanians, Sudanese, Voltaics, Guineans, Ivorians /persons from the Ivory Coast/, Dahomeans, Cape Verdeans, Lebano-Syrians, French, etc. The Lébou, who are the original population of Dakar, today represent scarcely one-tenth of the population, exceeded in number by the Oulof, the Toucouleur (20), and even by the 30,000 non-Africans,

[113]

20. A. Diop, "L'immigration toucouleur à Dakar (enquête /investigation/ 1958-1959)," I.F.A.N., Dakar, p. 1. The author, citing an investigation by the M.I.S.O.E.S., gives the figure of 31,000 Toucouleur in 1959.

among whom the French constitute a great majority of close to 23,000 persons in residence. This character of Dakar as a [166] region of call is illustrated first by the fact that only a little more than one-third of the population was born there, /384/ and then by the quite obvious inequality between the number of men and that of women. Before the war, among the Europeans, there were 65% men as against 25% women and 10% [744] children (21). Today the systematic destruction of the

21. Morazé, Ch., "Dakar," op. cit., p. 630.

22:Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37



near the Senegal river, the Fulani in the centre of the colony, and the Mandingos in the east of it.

*The District of Dakar*

The 66 square miles of the District of Dakar contain 126,929 persons; but the figures for density per square mile mean even less than elsewhere, since most of the inhabitants live in the town itself.

In 1937 there were 118,459 natives and 8,470 Europeans, of whom 6,728 were French. This was about a quarter of the total of Europeans in the whole Federation.

## Inland Towns

**Bakel** (14° 52′; 12° 24′ W.) Population, 2,103. Provincial headquarters. Medical post. Landing-ground. Regional School. Garage. Daily market.

Bakel is on the left bank of the Senegal (Plate 83) where the river passes between cliffs some 17 miles below the entrance of the Falémé. It is a local market for gum, ground-nuts, grain, gold dust, hides, and ostrich feathers. Most of the inhabitants are Moslems.

By river it is 531 miles from St. Louis and 84 miles from Kayes, and there is a fortnightly steamer service when the water permits. By colonial road Bakel is 386 miles from St. Louis, 93 miles from Matam, and 32 miles from Kidira. A bus service connects all these places. The river can be crossed by ferry, and from the Mauritanian bank a poor track leads to Sélibaby (32 miles).

**Bambey** (14° 40′; 16° 25′ W.). Altitude, 59 feet. Population, 4,209. Mixed Commune. Dispensary. Police station. Meteorological station. Landing-ground. Garage. Agricultural experimental station. Daily market.

Set in the midst of an area of dense population, Bambey is a prosperous market town. The main product of the locality is ground-nuts, and large quantities of these are put on the train each year. They also form the chief speciality of the agricultural experimental station.

*Communications.* By railway Bambey is 77 miles from Dakar, 33½ miles from Thiès, 17 miles from Diourbel, and 319 miles from Kidira. It is on the intercolonial road, being 49 miles from Thiès and 16 miles from Diourbel. A colonial road goes almost due south to Fatik (27 miles). There is a daily bus service (p. 473) to Fatik, Foundiougne, and Kaolack.

22:Winterbotham et al. K-4 (no date) 1944 M537 Senegal MS 37



36 [131] [162] BIGNONA (12° 49′; 16° 16′ W.). Altitude, *c.* 60 feet. Population, 1,611. Provincial headquarters. Medical post. Military post. Emergency landing-ground. Garage.

Bignona stands on the left bank of a small and marshy tributary of the Casamance. Canoes carry a certain amount of merchandise, as [438] also do lorries. The principal items of trade are ground-nuts, palm [162] kernels, wax, rice, and fruit. Most of the native inhabitants are Dioulas.

Colonial roads lead south to the Casamance opposite Ziguinchor [491] (16 miles), east to Sedhiou (58 miles) and Kolda (120 miles), and north-west to Diouloulou (35 miles) and the frontier of the Gambia (46 miles). There are also several minor roads and tracks.

[131] [162] DAGANA (16° 27′; 15° 34′ W.). Altitude, 13 feet. Population, *c.* 3,500. District headquarters. Medical post. Emergency landing-ground. Regional School. Race-course.

[439] Dagana is on the left bank of the Senegal, and its chief economic function is as a market for Mauritanian gum. This is shipped down [487] river to St. Louis, 116 miles away. There is also connexion upstream to Podor (61 miles), Bakel (403 miles), and Kayes (487 miles).

[491] By colonial road Dagana is 86 miles from St. Louis and 332 miles from Kidira. It is on the bus service (p. 474) between these two [494] places. Southwards another colonial road leads across sparsely inhabited country to Dahra (89 miles) and Diourbel (162 miles). From the opposite bank of the Senegal a track goes to Mederdra, some 30 miles distant.

[131] [162] DIOURBEL (14° 39′; 16° 10′ W.). Altitude, 39 feet. Population, 15,442. Mixed Commune. Provincial headquarters. Medical post. Police headquarters. Emergency landing-ground. Power station. Hotel. Garage. Daily market.

This flouriahing town lies across the little Sine river in the middle of a well-cultivated shallow valley. To the north the ground rises [438] somewhat. Diourbel owes its prosperity to ground-nuts, and 100,000 tons of them pass through the town every year. There are [258] several factories for the shelling of the nuts and for the expression of their oil. Besides this, Diourbel is the headquarters of the province [162] of Baol and a route centre. Its inhabitants are mainly Moslems, who [87] have a large and important mosque. There is also a special school for sons of chiefs.

22: Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37



The electric power station has a gas-engine plant that burns the residue from ground-nut presses. [377]

*Communications.* Diourbel is the railway junction for Routes 3 and 4. By the former it is 50½ miles from Thiès and 302 miles from Kidira, and by the latter it is 31 miles from Touba. The intercolonial road leads westwards to Thiès (65 miles) and Dakar (109 miles) and south-eastwards to Kaolack (40 miles), Tambacounda (230 miles), and Nayes (351 miles). Colonial roads go north-eastwards to Dahra (73 miles) and Dagana (162 miles) and south-westwards to Fatik (25 miles) and Kaolack (53 miles). [496] [491]

LOUGA (15° 37′; 16° 16′ W.). Altitude, 128 feet. Population, 4,390. Mixed Commune. Provincial headquarters. Medical post. Barracks. Police headquarters. Landing-ground. Regional School. Power station. Garage. Race-course. Agricultural experimental station and farm school. Daily market. [131] [162] [654]

Louga is the scene of the most important cattle market in the whole colony. It is this that has made it a route centre. Other local products are ground-nuts, gum, and millet. Administratively, Louga is the headquarters of the province of the same name and also a military headquarters. [438]

Electricity is supplied by an oil-driven plant. [377]

*Communications.* Louga stands at the junction of railway routes 1 and 2, being 119 miles from Dakar, 44 miles from St. Louis, and 81 miles from Linguéré. It is on the intercolonial road from Dakar (121 miles) to St. Louis (47 miles). A colonial road runs eastwards across the colony to Dahra (59 miles), Linguéré (84 miles), and Matam (242 miles). There are also minor roads and tracks. [496] [491]

PODOR (16° 35′; 15° 02′ W.). Population, 3,168. Provincial headquarters. Medical post. Emergency landing-ground. Regional School. Garage. Daily market. [131] [162]

This riverside town is chiefly important for gum arabic. The gum is brought by the Arabs, sold in the market, and shipped down the Senegal to St. Louis. [439]

*Communications.* By river Podor is 178 miles from St. Louis and 437 miles from Kayes. Throughout the year the Messageries Africaines run a fortnightly service to and from St. Louis. From July to January the boats also go upstream as far as Matam (234 miles) and in August and September to Kayes. Podor is on the colonial road, being 135 miles from St. Louis and 288 miles from Nayes. There is a ferry across the river to connect with tracks to such Mauritanian [487] [505] [491]

22: Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37



36 towns as Boutilimit and Aleg. There is also a track that runs south-south-westwards to Yang-Yang. For half the year there is a bus service twice a week to St. Louis in one direction and to Kidira in the other. 1/n

TAMBACOUNDA (13° 45′; 13° 39′ W.). Altitude, 148 feet. Population, *c.* 4,000. Provincial headquarters. Medical post. Police headquarters. Landing-ground. Wireless station. Hotel. Garage.

On a slight eminence above a marshy tributary of the Sandougou, Tambacounda is of considerable importance as a route centre. It is not only a road junction but also the most southerly point in Senegal of the Dakar–Niger railway. Near the town is a sisal plantation.

The hotel is open only from December to May.

By rail Tambacounda is 285 miles from Dakar, 111 miles from Kidira, and 170½ miles from Kayes. One intercolonial road runs westwards to Kaolack (188 miles), Thiès (295 miles), and Dakar (339 miles); another north-eastwards to Nayes (121 miles) and Kayes (176 miles); and a third southwards to Diabougou (25 miles) and ultimately to Labé (288 miles). Before the war Tambacounda was connected to Dakar and Bamako by a weekly air service operated by Air France.

THIÈS (14° 49′; 16° 52′ W.). Altitude, 207 feet. Population, 15,451. Mixed Commune. Provincial headquarters. Medical post. Barracks. Police headquarters. Landing-ground. Regional School. Roman Catholic mission. Power station. Hotels. Garages. Railway workshops. Cinemas. Daily market.

Since the opening of the railway in 1885 Thiès has grown from a collection of native huts to a large town. The railway workshops employ many hundreds of men, and the market handles considerable quantities of ground-nuts. The town has been built on a slope that declines gently east and north-east to a small stream. The old Fort Faidherbe is still standing, and there is a big Roman Catholic church.

*Communications.* Thiès is a railway junction, being 43½ miles from Dakar, 119½ miles from St. Louis, and 352½ miles from Kidira. It is also a meeting-place of intercolonial roads. One of these comes from Dakar (44 miles) and goes on to St. Louis (124 miles), while the other branches east to Kaolack (107 miles), Nayes (416 miles), and Kayes (471 miles). There are several minor roads, notably one going south to M'Bour. Along this road there is a regular bus service, with two buses each weekday in either direction.

1/n [From the Town of Podor-- Analyst]

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In 1927 apprentice courses in woodwork and metalwork were started in St. Louis and Kaolack by the Public Works Department for selected schoolboys between the ages of 13 and 16 years.

There is a number of educational institutions in Dakar of a higher grade than primary. These are the responsibility of the Federal Government and have been described in Volume I.

*Health*

Senegal is divided into thirteen medical districts, each of which is intended to be under the supervision of a European medical officer. There are 17 medical stations, each under a native auxiliary. There are also 16 maternity centres and 117 posts visited once a week by a medical officer.

In 1937 Senegal and Dakar had 3 major hospitals and 34 minor hospitals and dispensaries. These provided 394 beds for European patients and 1,805 for native. There were 80 European medical officers, 31 native auxiliaries, 30 midwives, 124 male nurses, and 21 female nurses.

In addition there were four travelling parties (*groupes sanitaires mobiles*). One of these specialized in fighting sleeping-sickness in the Casamance Territory, and the other three were concerned with more general sanitary and prophylactic measures.

The Pasteur Institute at Dakar, a federal concern, is justly famous. Some medical work is done by missionaries. Unofficial committees of the Croix-Rouge are concerned with infant welfare at Dakar, Diourbel, St. Louis, and Tivaouane.

In 1937 Senegal voted 12,000,000 francs for medical services and Dakar 11,000,000 francs.

## 10. PORTS

St. Louis (16° 01′; 16° 30′ W.). Population, 30,586, including 1,231 Europeans. Colonial capital of Senegal and of Mauritania. Full Commune. Headquarters of the province of Bas Sénégal. Custom-house. Law courts. Chamber of Commerce. Hospital and dispensary. Army headquarters and barracks. Police headquarters. Belgian Consulate. Meteorological station. Landing-ground. Wireless station. Lycée Faidherbe. École des Fils des Chefs et des Interprètes. Higher Primary and Technical Schools. Protestant and Roman Catholic missions. Bank of West Africa. Power station. Prison. Hotels. Garages. Race-course. Botanical gardens. Experimental plantation. Daily market.

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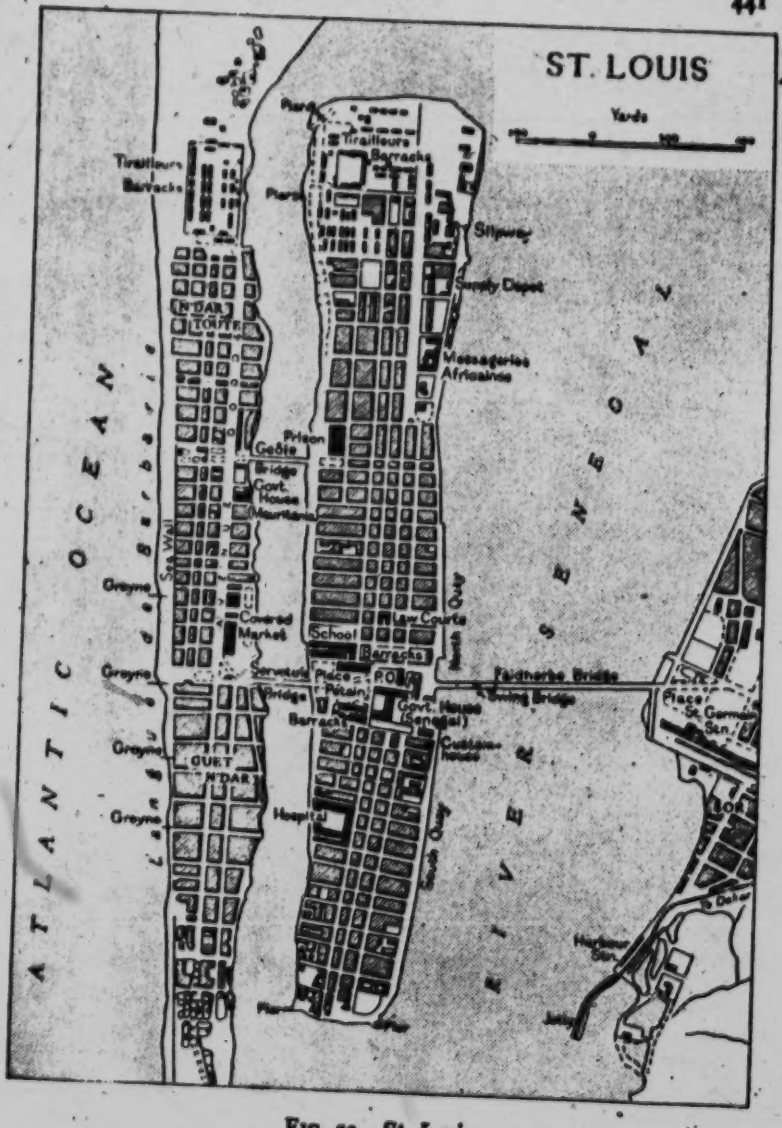


FIG. 53. *St. Louis*

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[ST. LOUIS]



206 *Wireless.* The wireless station is to the south of Guet N'Dar.

505 [648] *River.* Above Faidherbe Bridge the river is closed to all vessels not flying the French flag. Boats drawing 10 feet can ascend to Podor all the year round, and in the rainy season they can reach Kayes (Vol. I, p. 367). Table V shows how greatly river traffic on the Senegal has declined in recent years.

TABLE V. *Tonnage of Goods from Kayes*

[497] [494]

| | 1928 | 1929 | 1930 | 1934 | 1935 |
|---|---|---|---|---|---|
| Sent by rail or road | 9,543 | 9,555 | 11,456 | 5,269 | 6,224 |
| Sent by river | 2,520 | 5,815 | 3,425 | 313 | 260 |

*Shipping.* There are no sea-going ships calling regularly, but the Messageries Africaines and the Messageries du Sénégal run services up-river.

36 [131] [162] [489] [712] [648] [654] [508] [697] [498] [654] 361 [433]

DAKAR (14° 39′; 17° 25′ W.). Population, 80,052, including *c.* 6,000 Europeans. Capital of the Federation and Headquarters of the District of Dakar. Full Commune. Custom-house. Law courts. Chamber of Commerce. Pasteur Institute. Hospitals. Naval base and dockyard. General Headquarters of the army in French West Africa. Police headquarters. British Consulate-General. Belgian, Brazilian, Czechoslovakian, Danish, Eireann, Greek, Italian, Netherlands, Norwegian, Swedish, and Swiss Consulates. Argentine, Finnish, Spanish, and Uruguayan Vice-Consulates. Meteorological station. Airport and seaplane base. Wireless stations. Colleges and schools. Protestant churches. Roman Catholic Vicariate Apostolic of Guinea and Vicariate General. Bank of West Africa. Banque Commerciale Africaine. Crédit Foncier de l'Ouest Africain. Banque Belge de l'Afrique. Power station. Prison. Public library. Hotels. Garages. Railway workshops. Cinemas. Race-course. Sports stadium. Botanical gardens. Agricultural experimental station. Daily market.

Dakar (Fig. 54) is approximately 2,600 miles distant from Southampton, from Cape Town, and from Rio de Janeiro. It is, therefore, well placed for taking a share in the trade of the South Atlantic, and it is small wonder that it has become the third port in the French Empire, being surpassed only by Marseilles and Le Havre. It is, moreover, of the first importance strategically.

22: Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37

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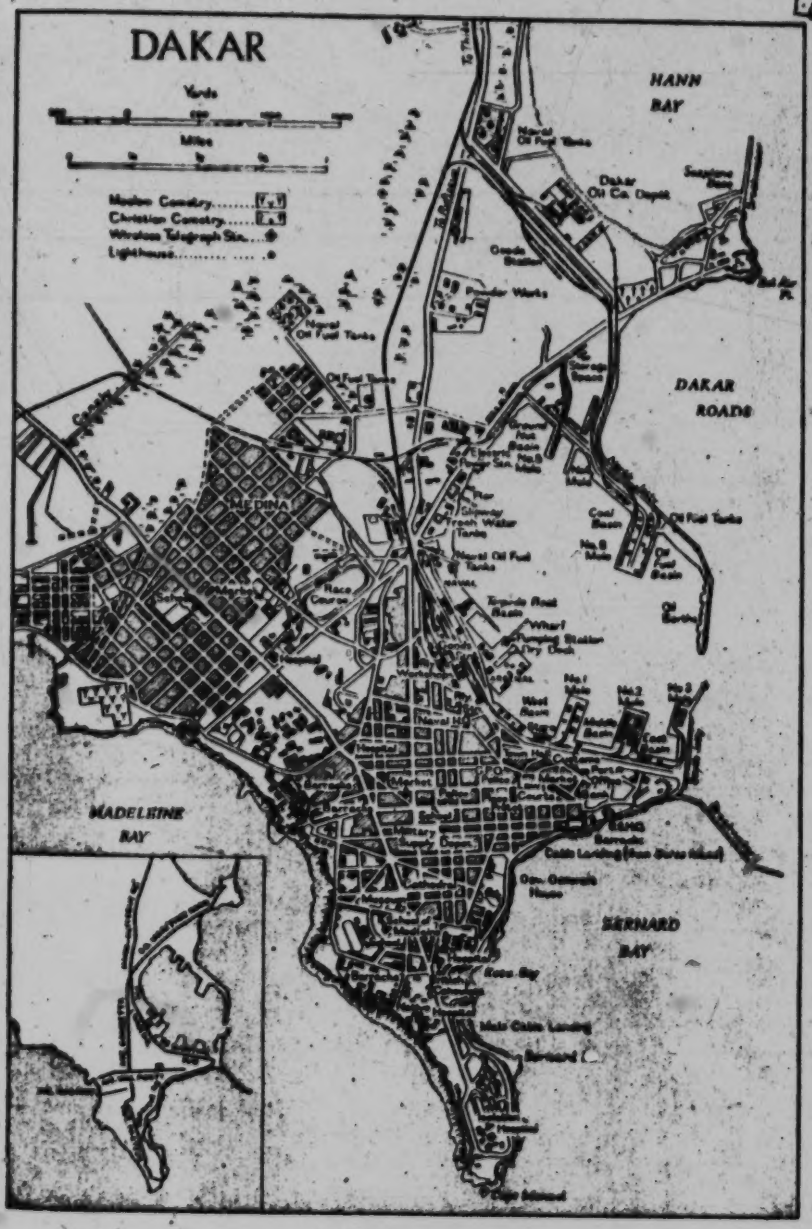


FIG. 54. *Dakar*

22:Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37

[DAKAR]



route from Paris to Santiago and was also the terminus of local services to Bamako and to St. Louis. The Aéromaritime company used to run flying-boat services to Conakry, Abidjan, Lagos, Douala, and Pointe Noire.

*Wireless.* The broadcasting station is near Madeleines bay, 700 yards north-west of the cathedral. A small station, transmitting to ships, is on Bel Air point.

*Cable.* Dakar is connected by cable to Casablanca, to Brest, to Fernando Noronha (Brazil), and to Conakry. The two latter cables are landed in the south-west of Bernard bay, not far from the Pasteur Institute. There is, however, a telephone cable to Goree island. This is landed on the north-west shore of the same bay.

*Shipping.* Lines normally serving the port include the following: America West African, Bull, Chargeurs Réunis, Elder Dempster, Fabre, Fraissinet, Gdynia America, Hamburg-Bremen, Holland West Afrika, Italia, Lloyd Triestino, Maurel et Prom, Messageries du Sénégal, Navigazione Generale Italiana, Société Générale des Transports, Société Maritime Belge des Transports, and Société Navale de l'Ouest.

Coasting vessels sail regularly for Port Etienne, St. Louis, Kaolack, and Ziguinchor.

GOREE (14° 39′; 17° 23′ W.). Population, 714. Custom-house. Barracks and military hospital.

The rocky island of Goree (Plate 112) has an area of 138 acres. The first Europeans to land on it were the Portuguese in 1445, and since then it has had a chequered history, which has been told elsewhere in these volumes.

Most of the centre of the island is occupied by buildings, and in the south there is the old fort. In the extreme north is a large lime-kiln.

The only source of water is an artesian well in the fort.

*Trade.* Trade is now limited to the ordinary requirements of the islanders, and traffic to taking them and their goods to and from the mainland.

*Harbour.* In the north-east of the island there is a little bay where there are three jetties, only one of which (Plate 121) is now in use. The depth at its head is 10 feet.

RUFISQUE (14° 41′; 17° 12′ W.). Population, 19,764, including 180 Europeans. Full Commune. Custom-house. Medical post. Barracks. Police headquarters. Power station. Hotel. Garage.

22: Winterbotham et al. K-4 (no date) 1944 M537 Senegal MS37

[RUFISQUE]



439 Rufisque was the first port from which ground-nuts were exported, and to-day ground-nuts are still the main article of trade. In the first quarter of 1939 it exported 25,152 tons of them. On the north side
504 of Goree bay, Rufisque can only handle small ships. There is anchorage off shore in 3–7 fathoms, but from July to November heavy swell makes it almost unusable.

633 Since 1937 the town has been in the District of Dakar.

*Jetties and Equipment.* There are three jetties with alongside depths
504 of at least 9½ feet. Two of these are of iron, one being 603 feet long and 33 feet wide with an extension by a wharf 65 feet long and 52 feet wide. The third is of concrete and is 656 feet long. Decauville tracks connect these jetties to the railway. There is one 5-ton crane and one 2-ton, besides smaller ones. There are 4 tugs and 2 lighters.

*Communications*

496 *Rail.* By rail Rufisque is 17 miles from Dakar, 26½ miles from Thiès, 146 miles from St. Louis, and 268 miles from Tambacounda.

491 *Road.* The intercolonial road runs from Dakar (15 miles) through to Thiès (29 miles), where it divides. Eight miles beyond Rufisque a colonial road branches off it to go to M'Bour (38 miles), Joal (61 miles), and Fatik (101 miles). Another colonial road goes north-eastwards from the town to Sangalkan (6 miles) and Kayar (17 miles).

36 [131] [162] M'Bour (14° 21′; 16° 57′ W.). Population, *c.* 4,500, including 175 Europeans. Mixed Commune. District headquarters. Custom-house. Medical post. Police station.

The town of M'Bour stands at the head of a shallow cove which extends for a mile out to sea as a passage between two reefs. Inside
[504] the cove the water is up to 4½ feet deep, and there is a wharf used by surf-boats. Ships anchor 2½ miles off shore, but heavy swell makes
[439] conditions difficult from June to November. Ground-nuts and millet are exported.

[491] M'Bour is on the colonial road from Rufisque (38 miles) to Joal
[494] (23 miles) and Fatik (63 miles). Several minor roads lead inland, notably one to Thiès, along which there is a bus service twice a day. For half the year there is also a service to Joal.

[131] [162] Joal (14° 09′; 16° 51′ W.). Population, *c.* 900. Custom-house. Roman Catholic mission.

[175] Joal was founded by the Norman Company in the middle of the seventeenth century. It was captured by the Dutch in 1677 and by

22:Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37

[JOAL]



the British 70 years later, and it did not finally become French until 1763. It is on a sandspit in front of a coastal lagoon. Off shore there is a large sandbank, exposed at low tide.

There is a small wharf, but, owing to the difficulty of access, there is very little trade. In 1937, for example, only 4,600 tons of goods were handled and their value was 4,600,000 francs (£36,970).

The colonial road from Fatik (40 miles) to M'Bour (23 miles) and Rufisque (61 miles) runs through the town. There are also minor roads. From November to June there is a bus service to M'Bour and Thiès four days a week.

FOUNDIOUGNE (14° 06′; 16° 29′ W.). Population, 2,734. Mixed Commune. District headquarters. Custom-house. Medical post.

Foundiougne is on an island formed by the Saloum, the Djomboss, and their connecting channels. Much of the district is swampy, but the town itself is on a piece of firm ground on the left bank of the Saloum, 33 miles from the sea.

Anchorage in the river is in 3½ fathoms. There are 8 wharves, of which 1 is owned by the municipality.

The principal export is ground-nuts, but in recent years Foundiougne has declined in prosperity. This is owing to the rise of Kaolack, which is better situated on the north bank of the river and which has much better communications.

There is a ferry across the river, and from its far side a rough road leads to Fatik. South of the river there is a colonial road eastwards to Kaolack (32 miles). Along both these roads there is a bus service, daily in the dry season and fortnightly in the wet.

FATIK (14° 18′; 16° 27′ W.). Population, 3,521, including 128 Europeans. Mixed Commune. District headquarters. Medical post. Police station. Emergency landing-ground. Regional School. Garage.

At Nonane, on Marigot de Fatik 14½ miles above its junction with the Saloum, is the site of one of the old *escales*. This is the upper limit for boats drawing 10 feet, but smaller craft can ascend a further 7 miles to Fatik, 58 miles from the sea. The town is on the right bank of the river, which is here called the Sine.

Trade is chiefly in ground-nuts.

Colonial roads lead north to Bambey (27 miles), south-east to Kaolack (28 miles), and south-west to Joal (60 miles), and a minor road south to Foundiougne.

The landing-ground is half a mile west of the town.

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KAOLACK (14° 07′; 16° 07′ W.). Population, 21,973. Mixed Commune. Headquarters of the province of Sine-Saloum. Custom-house. Chamber of Commerce. Medical post. Police headquarters. Meteorological station. Landing-ground. Wireless station. Regional School. Roman Catholic mission. Bank of West Africa. Banque Commerciale Africaine. Hotels. Garages. Race-course.

Kaolack exports more ground-nuts than any other port in the Federation. It is a well-planned town with squares and trees, and it is on the right bank of the Saloum, 71 miles above its mouth, where the river is 100 yards wide. It is the limit of navigation for sea-going ships.

In 1904 Kaolack had only 300 inhabitants, but the development of communications in the neighbourhood has caused it to grow to its present size. The figure given above is for the permanent population only. At the height of the ground-nut season there are an additional 20,000 temporary inhabitants.

*Trade*

During the first quarter of 1939 Kaolack exported 32,259 tons of ground-nuts (Plate 122), as against 26,832 tons from Dakar. Owing to the bar across the Saloum, however, many ships do not load to their maximum capacity but go on to Dakar to complete their lading. Across the river from the town is a large salt-works.

*The Port*

On the north bank there are concrete quays with a total length of over 2,000 feet and on the south bank there is a small wharf. At Lyndiane, 9 miles downstream, is a wharf belonging to the firm of Peyrissac et Cie.

*Communications*

*Rail.* Kaolack is the terminus of Route 5 to Guinguiné (14 miles), and is therefore 142 miles from Dakar. It is also the terminus of Route 6 to Lyndiane (6¼ miles). Both stations are close to the river, and there is a line directly on to the quays.

*Road.* Intercolonial roads lead northward to Gossas (25 miles), Thiès (82 miles), and Dakar (126 miles), eastward to Kaffrine (37 miles) and Tambacounda (188 miles), and south-south-westward to Messira (49 miles) and the frontier of the Gambia (57 miles). The last-named road crosses the Saloum by a bridge. A colonial road goes north-west to Fatik (28 miles), another south-east to Nioro

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[KAOLACK]



(33 miles) and Medina (50 miles), and a third west to Foundiougne (32 miles). [491]

*Air.* The airfield is 1 mile north-east of the town. [508]

*Wireless.* The wireless station is in the centre of the town. [206]

*Shipping.* Boats of the Messageries du Sénégal line call regularly, and the Compagnie de Navigation Paquet maintains a weekly service with Foundiougne, Bathurst, and Dakar. [505]

ZIGUINCHOR (12° 32′; 16° 21′ W.). Population, 6,070. Mixed Commune. Headquarters of the Casamance Territory and of the Province of Ziguinchor. Custom-house. Magistrate's Court. Chamber of Commerce. Hospital and maternity home. Police headquarters. Meteorological station. Emergency landing-ground. Wireless station. Roman Catholic mission. Garages. Daily market. [131] [162] [743]

The first large piece of firm ground upstream from the mouth of the Casamance is nearly 42 miles from the sea, and it is here, on the left bank, that Ziguinchor stands. The depth of the river is 6 fathoms. Jetties have been built at right angles to the waterfront, partly to counteract silting, and ships drawing 15 feet can go alongside them. The quays have a total length of over 3,000 feet and the warehouses a total capacity of some 25,000 tons. There are no cranes, all goods being manhandled. [504]

There is a considerable variety of exports, including ground-nuts, fruit, rice, palm oil, palm kernels, cotton, tobacco, sisal, and hides, but imports are chiefly manufactured goods and building materials. In value of trade Ziguinchor comes between Foundiougne and Rufisque. [439]

*Communications*

*Road.* The river is crossed by a ferry, and a colonial road leads north to Bignona (16 miles) and then east to Sedhiou (74 miles) and Kolda (136 miles). Another one goes along the south bank of the Casamance, also to Kolda (130 miles). Minor roads lead south to the frontier of Portuguese Guinea and south-west to Oussouye and Diembering. [491]

*Air.* Seaplanes can alight in the river, and there is a weekly Aéromaritime service to Bathurst and Dakar. The landing-ground is 1½ miles south of the town. [509]

*Wireless.* The two wireless stations are housed in the same building. [206]

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SEDHIOU (12° 42′; 15° 31′ W.). Population, 1,653. Provincial headquarters. Medical post. Emergency landing-ground. Regional School.

Sedhiou is on the right bank of the Casamance, 68 miles above Ziguinchor and 110 miles from the sea, and it is only usable by vessels drawing up to 5 feet. Formerly more prosperous than it is to-day, it has some brick buildings and shops. Many of the traders are Syrians, and there is a modest export of ground-nuts, hides, rice, and wax.

By colonial road Sedhiou is 58 miles from Bignona, 74 miles from Ziguinchor, and 62 miles from Kolda.

## 11. MINERALS

THE principal mineral exported from the colony is ilmenite, which is washed from beach sands between Rufisque and Cape Rouge, between Joal and Diakhanor, and at the mouth of the Casamance. Zircon (Vol. I, pp. 295–6) is obtained from the same sands, the ilmenite:zircon ratio being about 3:1. Other minerals of potential value are phosphates and limestone, both of which occur in Lower Eocene strata. Lenticular beds of phosphate, ranging from 30 to 65 per cent. bone phosphate of lime, are found near Matam and near Thiès. Limestones and marls are more widespread than in any other colony, and at Rufisque they have been worked experimentally for the commercial production of cement. Bitumen has been encountered at Dakar in borings for water, but investigations have shown that the geological structure is unsuited to the accumulation of petroleum.

## 12. AGRICULTURE

THE Gambia divides the millet from the manioc zone, but ground-nuts are the chief crop of both. Sisal-growing is an important, though more recent, industry. South of the Gambia the Casamance Territory provides a rich area for fruit and subsistence crops as well as for ground-nuts.

There is far more production for export than in any other colony.

### *Food Crops*

*Millets.* Millets form the staple diet of the majority of the native population and are grown all over that part of the colony north of the